

General Manager.
Hongkong, June 24, 1896.

1990

A. G. STOKES, Secy. Probr.

See us in person, call, or
departure.

was proposed long ago to place

The [redacted] is expected to receive:

Do.	5.0	57
Do.	Maximum ...	57
Do.	Minimum over night	53

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.85
Temperature	84
Humidity	73
Direction of Wind	S
Force	3
Weather	c
Rain	

Hongkong Observatory, June 26, 1891

THE PAHANG GOLD MINES.

The following letters appeared in the Mining Journal on the 1st and 8th May respectively:—

Sir,—Will you kindly grant me space, as an old contributor to your valuable Journal, to publish a letter to the Editor of the Mining Journal, in reference to the article published in the Malay Peninsula, which have appeared in the Straits Times of Singapore in its issue of 27th February last (copied from the Queensland, Brisbane, of January 1886), and the following issue of the 6th March, copied from the London Tablet; under the heading of 'Eastern Explorations,' and represented as being contributed by the Rev. J. E. Tonison-Woods, F.R.S., F.G.S. My sole object in requesting you to publish the following particulars is that if these misrepresentations were allowed to go unrefuted I would be guilty of not only great injustice to the company I was the main instrument in incorporating, and of which I am general manager, but also that it may be the means of preventing material injury to a new country in its development by causing capitalists to refrain from investing in what I consider undoubtedly the most valuable country in the world for a varied experience of 25 years for judicious products. After being away from England 16 months, 7 of which I spent in the Malay Peninsula, both on the east and west coasts, I returned to London some six weeks back by the Suez Canal, and on my return a Singapore friend lent me the Straits Times of 27th February last, and I was astounded when I read the article headed 'Rev. J. E. Tonison-Woods' from the Queensland. Urgent business prevented my contradicting it at the time, but in the following issue, 6th March, I saw the second article under the heading 'Eastern Explorations,' and now I devote my first leisure time to give my version of the 'Eastern Explorations' if you will kindly give it publicity.

In April last year, 1885, when in Hongkong, my services as a mining expert and consulting engineer were engaged by a syndicate of gentlemen to visit the independent state of Pahang and report on two mining concessions of 100 square miles each that had been granted by the Sultan of Pahang to Mr. George Seale and two native gentlemen. They as vendors had offered these concessions to the syndicate on certain terms, which were accepted subject to my report being favourable. I visited Pahang in the month of May following, and my report on the concessions being favourable was published in Hongkong on the 19th June following. Some time afterwards the vendors and the syndicate arranged and agreed between the syndicate and the vendors, and it was decided to form it into a Limited Liability Company, with a capital of \$400,000, now incorporated and known as the Panjun and Sunghie Dua Samanant Mining Company (Limited). I heard of this company just as the time my report was published by the Rev. Tonison-Woods arrived in Hongkong from Japan, and it was suggested by some of the gentlemen interested to ask him if he would visit Pahang on behalf of the syndicate, and report to them his geological opinion of the concessions for the purpose of corroborating or otherwise my report. I was very much pleased at the suggestion, knowing the reverend gentleman by repute to be a geological proficient, and feeling confident he would substantiate all I had written concerning the property. Moreover, I felt it would give confidence to the public in floating the company, to have corroboration of my report, being the only mining expert that had seen the mines. An offer, inclusive of expenses, was made by the syndicate the Rev. Tonison-Woods to visit the mines and report on them, which he accepted, and left Hongkong on the 2nd July, 1885, for Pahang via Singapore, and on his return he was met by the vendors, Mr. J. E. James as representative of the syndicate. On arrival at Singapore a steamer was specially chartered to convey them to Pekan, the capital of Pahang, at the entrance of the Pahang river. From thence they were conveyed about 30 miles up the river by the same launch belonging to the syndicate, and the remaining distance, about 150 miles, by prahu provided by the syndicate's representative. Owing to the deep water channels in the river not being known the launch could not be taken any further at this time. After visiting the concessions the party returned to Singapore, arriving there on the 21st August. The Rev. Tonison-Woods' report, dated Singapore the 24th August, 1885, was sent to the secretary of the syndicate at Hong Kong and printed, from which I quote the following extracts:—'The Jelai gold mines are on the River Lipis, a navigable branch of the Pahang river. The workings are situated about 3 miles from Panjun, a large Malay village on the Lipis, about 180 miles from the coast, and between 20 feet and 250 feet above the level of the sea. I need not describe the plan of the workings which have been roughly sketched and drawn by Mr. Haughton in his sketch map of the mine. It is sufficient for me to say that the property, as a gold mine, is a most valuable one, and it more than justifies all that Mr. Haughton has written about it in his report. There are two large lodes or veins—the main one running nearly north and south, and a cross lode at right angles to it. They are of the usual character of gold quartz veins, or true mineral lodes. In appearance they much resemble the gold reefs of Ploasant Creek, in Western Victoria (Australia), and the nature of the surrounding formation is of a similar character to the rocks of that locality. After a general description of the mine and mode of working by the Chinese and Malays, the reverend gentleman continues: 'I need not give any further details of this mining property which has been so fully described by Mr. Haughton. What you have asked from me is an impartial opinion as to the nature of the property and its value. On this I may say that having visited and examined most of the gold fields in Australia, I think that this mine at Jelai is property which promises well. It is in all respects similar to the gold mines of Australia with regard to the vein itself and the nature of the rock in which the lode occurs. As far as surface indications can guide one, the mine will compare favourably with any mine I have seen in the course of a very wide experience.'

Now to return to the article published in the Straits Times of 27th February and 6th March. In the issue of the 27th February it is stated: 'Then I met (meaning the Rev. Tonison-Woods) to Pahang, whose capital, as every schoolboy knows, is Pekan (I doubt very much of many schoolboys knowing it) not to be confounded with the Chinese Pekan. The Sultan received me very kindly, and gave me a set of gold dust and a mile away, and last me two canoes and a party of slaves to row me up the river. As I have previously explained the whole of the reverend gentleman's expenses were defrayed by the syndicate, and he visited the mines officially in their service. Consequently, the Sultan did not lend him two canoes and a party of slaves. With regard to the slaves, there is no such thing in Pahang, which can be verified by any of the few Europeans that have visited the territory. Again, the article continues: 'Cholera was raging in every village we visited.' This I can most positively con-

tradict. I was up the river to the company's concession in May and again in September and October, and with the exception of one small village, on the River Lipis, there was not such a thing as cholera anywhere. In this village, from what I could learn, there had been very few deaths, but the Malays are a very timid and superstitious race of people, easily frightened, and consequently have a great dread of sickness. My opinion is that was only a passing fancy. In the article published in the issue of March 6th it is also spoken of: 'The place was so severely visited by cholera that half the population was swept away, and all the villages along the river were suffering from the same scourge.' Strange that I heard nothing of this devastating scourge when I was up the river six weeks later, and stranger still that the reverend padre made no mention of it in his report. An atom of truth has been made into a mountain of untruth, and a new profit country, tainted with the thereby false and untruthful news of being unhealthy, and probably thus the means of creating a difficulty in obtaining labour; for it was once circulated among the Chinese in the adjoining states that a contagious disease was raging in the territory as described, it would be impossible to induce coolies to go there. It is highly reprehensible that any man should write such a report without having true and just grounds for so doing, and in this case there is not. Again, in the issue of the 27th February: 'After describing his arrival at the place supposed to contain the gold mine,' he continues, 'the tigers and leopards were raging, and I must have been very much alarmed, and brought one fever with me and the knowledge that the wealth of the gold mine was fabulous.' During my two trips I heard nothing of tigers, nor saw any tracks of them. I am aware there are tigers in the jungle, but they are very scarce, and I do not believe the reverend padre to be a liar. I claim to be somewhat of an authority on that subject, having spent the greatest portion of my life-time in malarious countries: in w. Southern and Western States of America, South America, both east and west coasts; West Africa, and Northern Queensland, Australia, and I must positively state from my experience that there is not a tropical country in the world so free from dangerous malarious fevers as the Malay State of Pahang. One cannot expect to live in the tropics, in a country covered with dense jungle, and not be liable to attacks of malarious fever of some kind. Now, finally, for the richness of the mines. I have already quoted above what appeared in the issue of the 27th February, copied from the London Tablet, appears: 'Having reached the River Lipis, he was told by the natives that the wealth of the gold mine was fabulous.' In the issue of the 6th March, copied from the London Tablet, appears: 'Having reached the River Lipis, he was told by the natives that the wealth of the gold mine was fabulous.' In the issue of the 6th March, copied from the London Tablet, appears: 'Having reached the River Lipis, he was told by the natives that the wealth of the gold mine was fabulous.'

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Intimations.

GRIFFITH'S

NEW VIEWS OF HONGKONG
NO. 1, DUDDLE STREET.

GRIFFITH & Co.,
MANUFACTURERS
OF THE
LONDON PATENT WATER,

1, DUDDLE STREET,
Continue to Supply:

SODA WATER, LEMONADE, GINGER BEER, RASPBERRY VADE, &c., &c., &c.
At the same Moderate Charges.

Hongkong, June 9, 1886. 957

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Under-Engineers is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 26, 1885. 1458

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOUGLIER'S CELEBRATED
KINOULARS AND TELESCOPES.
KITCHEN'S LIQUID AND OTHER COMPASSES.
ADMIRALTY AND NAUTICAL CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.
Christie & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY,
in great variety.

DIAMONDS

DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 742

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Underwritten having been appointed
Agents for the above Corporation in
preparation to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.
HONGKONG, July 25, 1872. 494

STANDARD LIFE OFFICE.
NEW ASSURANCES.

FROM 1850 to 1855... £2,493,988.
" 1855 to 1860... " 2,811,455.
" 1860 to 1865... " 3,831,365.
" 1865 to 1870... " 5,713,313.
" 1870 to 1875... " 6,048,384.
" 1875 to 1880... " 6,193,186.

Since 1880 there is a still further increase.
The Total existing Assurances exceed
\$2,400,000, while upwards of Eleven Million
Sterling have already been paid in
DEATH CLAIMS.

PREMIUMS IN CHINA
EXCEPTIONALLY MODERATE.
For full Particulars, apply to
THE BORNEO COMPANY, LIMITED,
Agents.

HONGKONG, June 1, 1886. 1075

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Underwritten are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be
received, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, terms of pro-
tection or any other information, apply to
ARNHOLD, KARBBERG & Co.,
Agents, Hongkong & Canton.

HONGKONG, January 4, 1887. 100

QUEEN FIRE INSURANCE CO.
PANT.

THE Underwritten are prepared to accept
Risks on First Class Goods at 1
per cent. net premium per annum.

NORTON & Co., Agents.
HONGKONG, May 19, 1886. 100

SINGAPORE INSURANCE COMPANY,
LIMITED.

HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES
against FIRE on usual terms at
Current Rates.

All Contributors of business, whether Share-
holders or not, are entitled to share in the
Bonus.

ADAMSON, BELL & Co.,
Agents.
HONGKONG, July 1885. 1859

Insurances.

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Underwritten having been appointed
Agents for the above Company are
prepared to GRANT POLICIES on MARINE
RISKS to all parts of the World, at current
rates.

ARNHOLD, KARBBERG & Co.,
HONGKONG, November 5, 1883. 855

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Underwritten, AGENTS of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
HONGKONG, January 1, 1882. 14

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUZ, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH, AND LONDON.

Also,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERHIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ROSETTA, Captain G. W. BRADY, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUZ
CANAL, and usual Ports of Call, on
THURSDAY, 1st July, at 4 p.m.

10 a.m. on the day of sailing.
Passengers and Cargo (Gold) at the Office
until 10 a.m. on the day of sailing.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Particulars of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Passengers and
Cargo for MARSEILLES.

E. L. WOODIN,
Acting Superintendent.
HONGKONG, June 18, 1886. 1103

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on SATURDAY
the 3rd July, at 3 p.m., taking Passengers
and Freight for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Pacific Ports of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

Return Passage—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pro-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked and addressed in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

HONGKONG, June 12, 1886. 1155

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship SAN PABLO will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 13th July,
at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

Return Passage—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
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addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
and Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

HONGKONG, June 22, 1886. 1210

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers								
Alvina Seyd	5	Samme	Ger. str.	558	June 23	Siemssen & Co.	Vladivostok, &c.	To-morrow
Amstina	2	Blancin	Brit. str.	678	Jan. 31	Russell & Co.		Laid up.
Amoy	4	Kochler	Brit. str.	814	June 12	Siemssen & Co.		
Antonio	4	Wallace	Brit. str.	1214	June 12	Russell & Co.		
Camaria	9	Adams	Brit. str.	1482	Oct. 15	Adams, Bell & Co.		
Celtic Monarch	5	Childrich	Brit. str.	1308	June 24	Gibb, Livingston & Co.		
Cicero	5	George	Brit. str.	1030	June 14	Arnhold, Karberg & Co.		
City of Peking	4	Dearborn	Amer. str.	602	June 18	M. S. S. Co.	San Francisco	K'loon Dock 3rd prox.
Dalia	6	McMurray	Brit. str.	562	May 29	Wideler & Co.		
Devonshire	5	Parvis	Brit. str.	1513	June 19	Russell & Co.		
Fero	5	Sorenson	Ger. str.	759	June 17	Siemssen & Co.		
Formosa	5	Harris	Brit. str.	674	June 23	Douglas Steamship Co.	Coast Ports	
Glencon	5	Sommer	Brit. str.	1482	June 22	Jardine, Matheson & Co.	Shanghai	To-morrow
Hangchow	3	Robinson	Brit. str.	1086	June 24	Butterfield & Swire	Swatow & Amoy	To-day
Harriet	3	Graham	Brit. str.	981	June 18	Russell & Co.		
Idolani	5	Moore	Brit. str.	1204	June 15	Arnhold, Karberg & Co.	Swatow	To-morrow
Japanese	3	Moore	Brit. str.	1204	June 15	Adams, Bell & Co.	Saigon	28th inst.
Johann	5	Bingo	Ger. str.	427	June 1	Wideler & Co.	Honow, &c.	Coast Land
Lennax	3	Therle	Brit. str.	1,277	June 16	Adams, Bell & Co.		
Mark Lane	3	Porter	Brit. str.	1,354	June 14	Russell & Co.	Yokohama	To-day
Medusa	5	Perini	A-Hun str.	1797	June 24	A-Hungarian Lloyd S. N. Co.		
Passy	5	West	Chil. str.	1011	June 23	Yuen Fat Hong		
Pha Oula Chom Khao	6	Stapani	Brit. str.	161	June 17	H. K. & W. Dock Co.		Tug plying
Port Adelaide	3	West	Brit. str.	1783	June 23	Siemssen & Co.		
Propontis	3	Housley	Brit. str.	1660	June 20	Arnhold, Karberg & Co.		
Saghalien	5	Clomery	Frenc. str.	2580	June 24	Messageries Maritimes	Shanghai	To-morrow
Saites	3	Lerelle	Fch. str.	323	June 17	A. R. Marty	Haiphong	To-day
Sardho	3	Barquissan	Fch. str.	170	June 23	Arnhold, Karberg & Co.		
Suez	2	Dodi	Brit. str.	1385	May 29	Gibb, Livingston & Co.		Patent ship
Taichow	5	Newton	Brit. str.	862	June 25	Yuen Fat Hong		
Thales	5	Pocock	Brit. str.	819	June 23	Douglas Steamship Co.	Coast Ports	
Volge	2	Delecker	Ger. str.	1142	June 23	Ed. Schallhaus & Co.		
Wingong	5	du Temple	Fch. str.	1552	June 20	Messageries Maritimes	Kobe & Yokohama	
Yorkshire	5	St. Croix	Brit. str.	1500	June 24	Jardine, Matheson & Co.	Calcutta	
	8	Arnold	Brit. str.	1426	June 10	Russell & Co.		